

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2004 JUL -1 PM 1:57

TO: Office of the City Administrator
ATTN: Deborah A. Edgerly
FROM: Public Works Agency
DATE: July 13, 2004

RE: RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH DKS ASSOCIATES FOR DESIGN SERVICES FOR THE CITYWIDE PEDESTRIAN SAFETY PROGRAM (CITY PROJECT NO. C188510) FOR AN AMOUNT NOT TO EXCEED ONE HUNDRED THREE THOUSAND ONE HUNDRED FORTY DOLLARS (\$103,140)

SUMMARY

A resolution has been prepared authorizing the City Administrator to enter into a professional services agreement with DKS Associates for design services for the Citywide Pedestrian Safety Program (City Project No. C188510) for an amount not to exceed \$103,140. The program includes projects aimed at improving pedestrian safety at locations throughout the City.

The improvement projects to be implemented include traffic signal modifications at four intersections, new traffic signals at two intersections, and a combination of flashing beacons and curb bulb-outs at one location.

The program is consistent with the following Mayor and City Council goals and citywide objectives 3A and 6C:

Improve Oakland Neighborhoods by improving traffic/bike/pedestrian safety.

Maintain and Enhance Oakland's Physical Assets by providing for clean, well-maintained and accessible streets and sidewalks.

Sufficient funds are available from the Municipal Improvement Capital Fund through the Citywide Pedestrian Safety Program.

Staff recommends approval of the resolution.

FISCAL IMPACTS

Approval of this resolution will authorize a professional services agreement with DKS Associates in an amount not to exceed \$103,140, including a 15% contingency in the amount of \$13,450. Funds are available from the Municipal Improvement Capital Fund (5500), Capital Improvement Projects – Transportation Services Organization (92246), and Citywide Pedestrian Safety Program (C188510).

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The assessments for Contract Compliance and Public Art will be set-aside in the appropriate accounts upon approval of this resolution.

There will be some additional operation and maintenance costs as a result of this project after infrastructure is constructed. These costs will be summarized and presented to the City Council before the construction of this project.

BACKGROUND

In February 2004, the Public Works Agency (PWA), Transportation Services Division (TSD) issued a Request for Proposals (RFP) for traffic design services for the Citywide Pedestrian Safety Program. On March 18, 2004, the City received proposals from six consulting firms. The prime consultants were DKS Associates, HQE Incorporated, TY Lin International/CCS, Korve Engineering, URS Corporation, and Abratique & Associates. The Office of the City Administrator, Division of Contract Compliance and Employment Services, verified that all six consulting firms fully complied with all the requirements and conditions identified in the RFP, including Local/Small Local Business Enterprise (L/SLBE) participation requirements as shown in Attachment A.

TSD staff evaluated and ranked all proposals, and short-listed the top four consulting firms for an interview. An interview panel was formed consisting of PWA staff from TSD and Electrical Services, and Community and Economic Development Agency (CEDA) staff from the Oakland Pedestrian Safety Project. On May 27, 2004, the panel interviewed the four consulting firms and ranked them based upon the following criteria:

- Overall quality of the presentation and appropriateness of design approach
- Demonstration of understanding of key project issues and design requirements
- Appropriateness of relevant experience, qualifications, work scope, and schedule
- Appropriateness of organization, staffing, and labor distribution
- Demonstration of responsiveness and timely submittal of deliverables
- Demonstration of familiarity with agency and project requirements

After the evaluation process, the interview panel selected DKS Associates as the most qualified firm to conduct the design phase for this program. The final ranking is as follows:

1. DKS Associates
2. HQE Incorporated
3. TY Lin International/CCS
4. Korve Engineering

DKS Associates is a certified LBE firm. As the prime consultant, DKS is anticipated to perform 88% of the design service. PLS Surveys, Inc., their sub-consultants, is a certified SLBE. PLS Surveys, Inc. is anticipated to perform 12% of the design services.

KEY ISSUES AND IMPACTS

The City has a significant number of vehicle-pedestrian collisions every year, and pedestrian safety continues to be a high priority for the City, its residents, and schools. In response, the City Council approved \$765,000 in Municipal Improvement Capital Funds for the Citywide Pedestrian Safety Program, as a part of the City of Oakland Fiscal Year 2001-2006 Capital Improvement Program. The goal of the program is to evaluate and implement projects to enhance pedestrian safety at various locations throughout the City. The program is expected to improve walking and overall living conditions for Oakland residents. This program could also potentially reduce the City's liability for pedestrian-related collisions.

PROJECT DESCRIPTION

TSD staff have identified and evaluated numerous locations citywide for consideration of potential improvements under the Citywide Pedestrian Safety Program using the prioritization methods for the proposed City of Oakland's Public Infrastructure projects, which the Public Works Agency recommended for adoption at the Public Works Committee on May 11, 2004. An informational report on the Citywide Pedestrian Safety Program was also previously prepared and presented to the Public Works Committee on June 24, 2003. In summary, as part of an ongoing process based on collision history, vehicular and pedestrian volumes, recommendations from the adopted Pedestrian Master Plan, and input from the community, schools, the Oakland Police Department, and the City Council, TSD selected the following seven locations for specific improvement projects:

Telegraph Avenue/40th Street - Add Protected Left-Turn Signal Phase

There were several reported auto-pedestrian accidents at this intersection in the past five years, which is one of the highest in Council District 1. Adding a protected left-turn phase for vehicles on Telegraph Avenue will eliminate an auto-pedestrian conflict (the left turns will no longer be permitted to go when pedestrians are crossing) that is often a contributing factor to pedestrian accidents. This intersection serves a high volume of pedestrians because it is in a busy commercial area and close to a BART Station.

Broadway/12th Street - Add Protected Left-Turn Signal Phase

There were several reported auto-pedestrian accidents at this intersection in the past five years, which is one of the highest in both Council Districts 2 and 3. Adding a protected left-turn phase for vehicles on Broadway will eliminate an auto-pedestrian conflict (the left turns will no longer be permitted to go when pedestrians are crossing) that is often a contributing factor to pedestrian accidents. This intersection serves a high volume of pedestrians because it is in the middle of Downtown and close to a BART Station.

MacArthur Boulevard/Piedmont Avenue - Add Protected Left-Turn Signal Phase

There were several reported auto-pedestrian accidents at this intersection in the past five years. Adding a protected left-turn phase for vehicles on Piedmont Avenue will eliminate an auto-pedestrian conflict (the left turns will no longer be permitted to go when pedestrians are crossing) that is often a contributing factor to pedestrian accidents. This intersection serves a high volume of pedestrians because it is in a busy commercial area. This intersection is in Council Districts 1 and 2.

Seminary Avenue/Foothill Boulevard - Add Countdown and Accessible Pedestrian Signals

There were several reported auto-pedestrian accidents at this intersection in the past five years, which is one of the highest in Council District 6. Adding countdown pedestrian signal heads as well as audible and tactile pedestrian signals will improve pedestrian safety. This intersection serves a high volume of pedestrians because it is in a busy commercial area.

98th Avenue/D Street - Install Traffic Signal

There were several reported auto-pedestrian accidents at this intersection in the past five years, which is one of the highest for non-signalized intersections Citywide. Many school-age pedestrians currently cross 98th Avenue, which carries more than 20,000 vehicles a day, at D Street without a traffic control device. Installing a traffic signal will significantly improve pedestrian safety and reduce auto-pedestrian collisions. This intersection is in Council District 7.

High Street/Fairfax Avenue - Install Traffic Signal

There were several reported auto-pedestrian accidents at this intersection in the past five years. Many pedestrians currently cross High Street, which carries more than 30,000 vehicles a day, at Fairfax Avenue without the protection of a traffic signal. Installing a traffic signal will significantly improve pedestrian safety and reduce auto-pedestrian collisions. This intersection is in Council District 4 and immediately adjacent to Council District 5.

Park Boulevard at El Centro and Everett Avenues - Install Flashing Beacons and Curb Bulb-Outs

Many school-age pedestrians currently cross Park Boulevard, which carries more than 20,000 vehicles a day with a relatively high speed, between El Centro and Everett Avenues. Installing flashing beacons and curb bulb-outs will improve pedestrian safety. This intersection is in Council District 5.

In summary, the pedestrian safety improvement projects to be implemented throughout the City include traffic signal modifications at four intersections, new traffic signals at two intersections, and a combination of flashing beacons and curb bulb-outs at one location.

SUSTAINABLE OPPORTUNITIES

Economic: This program will have a positive impact on the local economy by improving vehicular and pedestrian safety, and the associated costs of injuries and property damage.

Environmental: This program will improve pedestrian safety and encourage walking, thereby reducing vehicle emissions, noise pollution, and fuel consumption.

Social Equity: This program will provide greater accessibility and safety to persons who depend on walking and public transit to access jobs and services, such as senior citizens, persons with disabilities, and children.

DISABILITY AND SENIOR CITIZEN ACCESS

The improvements implemented under this program will benefit persons with disabilities and senior citizens by complying with the Americans with Disabilities Act (ADA) and providing curb ramps and accessible pedestrian signals.

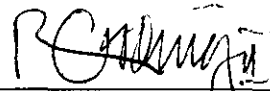
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or her designee, to enter into a professional services agreement with DKS Associates for design services for the Citywide Pedestrian Safety Program (City Project No. C188510) for an amount not to exceed \$103,140.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



RAUL GODINEZ II, P.E.
Director, Public Works Agency

Reviewed by:
Wladimir Wlassowsky, P.E.
Transportation Services Manager

Prepared by:
Ade Oluwasogo, P.E.
Supervising Transportation Engineer

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:


OFFICE OF THE CITY ADMINISTRATOR

Item #: 12
Public Works Committee
July 13, 2004

**Contract Compliance
and Employment
Services Division
Office of the City
Manager**

Memorandum

To: Gwen McCormick, PWA—Contract Administration
From: Deborah Barnes, Contract Compliance & Employment Services *Deborah Barnes*
CC: Shelley Darensburg ¹
Date: April 14, 2004
Re: Compliance Evaluation—Traffic Signal Design for the Citywide Pedestrian Safety Program

Contract Compliance & Employment Services (CC&ES) reviewed the six proposals received for the above referenced project.

An analysis of the Local and Small Local Business Enterprise (L/SLBE) participation is as follows:

<u>Company Name</u>	<u>LBE</u>	<u>SLBE</u>	<u>TOTAL</u>	<u>PREFERENCE POINTS</u>
Abratique & Associates	0%	20%	20%	2
Korve Engineering	10%	10%	20%	2
DKS Associates	10%	12%	22%	2
HQE Incorporated	0%	94%	94%	5
TYLI/CCS	10%	20%	30%	3

As noted above, all proposals met the 20% L/SLBE requirement. Therefore, all bids are responsive as it relates to the L/SLBE program.

Additionally, the preference points listed above are to be added to the final evaluation score as indicated.

If you have any questions, or need additional information, please do not hesitate to contact me at 238-6270 or Shelley Darensburg the Contract Compliance Officer assigned to the project at 238-7325.

CONTRACT COMPLIANCE & EMPLOYMENT SERVICES EVALUATION FORM

Project No.: G134010

Project Name: Traffic Signal Design for the Citywide Pedestrian Safety Program

Contractor: DKS Associates

1. Did the 20% requirements apply? YES

2. Did the contractor meet the 20% requirement? YES

a)	% of LBE	<u>10%</u>
b)	% of SLBE	<u>12%</u>

3. Did the contractor receive preference points? YES
(If yes, list the points received) 2

4. Additional Comments.

5. Date evaluation completed and returned to Contact Admin./Initiating Dept. 4/14/04

Reviewing Officer: Shelley Darenburg

Date: 4/14/04

Approved By: Deborah Brown

Date: 4/15/04

LBE/SLBE Participation DKS Associates

Project Name: Traffic Signal Design for the Citywide Pedestrian Safety Program

Project No.: C194710										
Discipline	Prime & Subs	Location	Cert. Status	LBE	SLBE	TOTAL LBE/SLBE	TOTAL %	For Tracking Only		
								Ethn.	MBE	WBE
PRIME Subconsultant	DKS Associates PLS Surveys, Inc.	Oakland Oakland	CB CB	10%	12%	10% 12%	88% 12%			
Project Totals				10%	12%	22%	100%		0%	0%
Requirements: The 20% requirements is a combination of 10% LBE and 10% SLBE participation. An SLBE firm can be counted 100% towards achieving 20% requirements. LBE firms can only be counted up to 10% of the total contract amount.				LBE 10% MAX CREDIT	SLBE 10%	LBE/SLBE 20%		Ethnicity AA = African American A = Asian C = Caucasian H = Hispanic NA = Native American O = Other		
Legend		LBE = Local Business Enterprise SLBE = Small Local Business Enterprise Total LBE/SLBE = All Certified Local and Small Local Businesses NPLBE = NonProfit Local Business Enterprise NPSLBE = NonProfit Small Local Business Enterprise				UB = Uncertified Business CB = Certified Business MBE = Minority Business Enterprise WBE = Women Business Enterprise				

OAKLAND CITY COUNCIL

RESOLUTION NO. _____

FILED
OFFICE OF THE CITY CLERK
OAKLAND

C.M.S. 2000 JUL - 1 PM 1:58

RoeVChew

INTRODUCED BY COUNCILMEMBER _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH DKS ASSOCIATES FOR DESIGN SERVICES FOR THE CITYWIDE PEDESTRIAN SAFETY PROGRAM (CITY PROJECT NO. C188510) FOR AN AMOUNT NOT TO EXCEED ONE HUNDRED THREE THOUSAND ONE HUNDRED FORTY DOLLARS (\$103,140)

WHEREAS, the Citywide Pedestrian Safety Program will improve pedestrian access and safety at locations throughout the City; and

WHEREAS, professional design services are needed to design the improvement projects to be implemented under the Citywide Pedestrian Safety Program; and

WHEREAS, the Public Works Agency issued a Request for Proposals soliciting proposals for traffic design services for the Citywide Pedestrian Safety Program; and

WHEREAS, DKS Associates was selected as the most qualified firm to provide the traffic design services for this project; and

WHEREAS, funding in the amount of \$103,104 is available from the Municipal Improvement Capital Fund (5500), Capital Improvement Projects – Transportation Services Organization (92246), and Citywide Pedestrian Safety Program (C188510); and

WHEREAS, the City Council finds that the services provided pursuant to the agreement authorized hereunder are professional, scientific, or technical in nature and are temporary in nature; and

WHEREAS, the City Council finds that this agreement shall not result in the loss of employment or salary by any person having permanent status in the competitive service; now, therefore, be it

RESOLVED: That the City Administrator, or her designee, is hereby authorized to enter into a professional services agreement with DKS Associates for design services for the Citywide Pedestrian Safety Program (City Project No. C188510) for an amount not to exceed \$103,140; and be it

FURTHER RESOLVED: That the City Administrator, or her designee, is hereby authorized to execute any amendments, or modifications of said agreement without further City Council approval, except for increases in the agreement amount; and be it

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PUBLIC WORKS CMTE.

JUL 13 2004

FURTHER RESOLVED: That should additional funds be received for this project, the City Administrator, or her designee, is hereby authorized to accept and appropriate the same for the purposes described above; and be it

FURTHER RESOLVED: That the agreement shall be approved for form and legality by the City Attorney, and a copy of the agreement shall be kept on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED BY THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, NADEL, QUAN, REID, WAN AND
 PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

 CEDA FLOYD
 City Clerk and Clerk of the Council
 of the City of Oakland, California

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JUL 13 2004